

INFORMATION REPORT

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SUBJECT Repair Shop at Jueterbog Altes Lager

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REPORT NO.

25X1

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1. A repair shop for conventional piston and jet engines was located in the former German Air Force technical school in the northern portion of the Jueterbog-Altes Lager airfield. Building No 7 housed a repair hangar, the chief of which was a colonel. (1) From 4 to 7 Soviet workers in addition to 20 military technical personnel commanded by a major were assigned to this repair hangar. The military personnel were billeted in the former air force technical school. Usually Il-10 aircraft and occasionally MiG-15s were seen in the repair hangar. In late June, source observed four Il-10s; the engine of one was being replaced.
2. The test stand for jet engines was put in operation in June. Source observed the engine of a type-27 plane being tested there. The former disassembly shop of the German Air Force, which was used as a material depot, was occupied by Unit Kashov. Source saw aluminum sheets, iron rods, electric cables, aircraft radio sets and parachutes stored in this shop, apparently a technical installation, as was inferred from the first word of an inscription on the wall of the shop. The parachutes of the flying personnel were hauled from this shop to the aircraft at the field. (2)
3. A MiG-15 [] was parked for a prolonged time in workshop No 7. In June, source saw many officers including three generals standing around this plane. In the course of their conversation, source overheard the word "neft". When the MiG-15 was started, source observed that a light white smoke instead of the usual hot air emanated from its jet. The light smoke continued to be blown out while the plane was in the air. MiG-15 [] was joined in the air by three other MiG-15s, which did not emit trails of thinish white smoke, for a flight of about 20 minutes' duration. The planes landed at Jueterbog. (3)
4. When MiG-15s were disassembled in workshop No 7, source observed that the rear section of the fuselage was disengaged near the trailing edge of the wings. The engine seen was similar to the Nene engine. The long jet tube was trucked to the aircraft engine repair shop. The jet engine itself was not removed from the plane, and source clearly observed the turbine wheel.
5. Source believed that type-27 planes were fitted with an engine which had the same outward configuration as that of the MiG-15. In June, he watched the removal of the starboard engine from a type-27 plane. At first, the rear cowling in the

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25X1

- 2 -

shape of a large oil pan extending from the air exhaust as far as the landing gear door was removed. Thereupon a supporting trestle, the upper sections of which were provided with leather upholstery was pushed below the jet engine. The trestle had recesses corresponding to the largest cross section of the jet engine and the cross section of the jet tube. After the fastening screws of the engine were loosened, the engine fixed on the trestle was removed to the rear. The front section of the jet engine observed had a much larger cross section than its rear section. The engine was taken to the test stand and remounted in the plane on the same day. Three hours were required for both the removal and remounting of the engine. (4)

6. MiG-15 and type-27 aircraft are started electrically by means of a generator about 100x120x70 centimeters in size which is mounted on a three-wheeled carriage towed by a truck. A hand wheel with an indicator and a scale exactly of the same type as the hand wheel on resistors of electric motors was fitted on top of the box housing the generator. Apparently from a five-pole plug, a rubber covered cable extended to a socket located under the right wing about in line with the landing flap of MiG-15s. In most cases, type-27 planes had only their starboard engine connected to the generator. The socket was located slightly forward of the landing gear door. After the plug was inserted, a singing tone with a gradually rising pitch was heard for a period of about two minutes. This was followed by a light blubbling which rapidly changed into the normal sound produced by running jet engines. The pilot thereupon throttled the gas, the plug was removed, the pilot again opened the throttle, accelerated the engine for a short time and then taxied away. This procedure lasted for three or four minutes. After the starboard engine of type-27 planes was started the port engine was started without the help of the starter carriage. After being started, the MiG-15 taxied to the take-off point, while the type-27 planes were towed there and started only at the take-off point. The starter set has no motor. The IL-10s were started by means of compressed air. The starting device consists of two compressed air bottles mounted on a carriage. (5)
7. The crew of type-27 planes consists of four officers. Three men board the plane through the entrance hatch over the pilot's seat, while the rear gunner enters his station through a hatch in the under side of the fuselage. The rear gunner is seated. The rear guns are separated by a metal cowling which can be lowered. Sometimes two men were observed in the rear gunner's station. When the plane took off, the bombardier was seated. However, it appeared that he took a prone position after the plane had become airborne. (6)
8. On type-27 aircraft and on one type-30 plane source observed different types of antennas and rods on the under side of the rear fuselage. Source believed that one of these rods actually was the barrel of a weapon because it was seen in different positions. The aircraft seen were fitted with a blue blister on the under side of their fuselages. The purpose of the blister was not determined. (7)
9. Source once observed that the rear section of a type-27 plane had a joint slightly aft of the trailing edge of the wing. The rear section of the fuselage was pulled back by about 10 centimeters, and some work was then performed within the recess. However, the rear section was not removed in the same manner as observed with MiG-15s. (8)
10. Besides the usual position lamps the planes carried position lamps fitted on both sides of the engines. Type-27 planes were always refuelled through the filling hole fitted on the upper side of the fuselage slightly aft of the cabin. Source once observed that a plane which had made a 45-minute flight took 45 minutes for refuelling. (9)

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25X1

- 3 -

11. Type-27 planes were fitted with auxiliary wing tip tanks having a maximum diameter of 60 centimeters and projecting beyond both the leading and trailing edges. The technical personnel assigned to one type-27 plane consists of one officer and two or three men. Source observed that the crews and technical personnel of two planes were loaded on one truck. The truck was occupied by eight flying personnel, two officers wearing black overalls and four to six technical personnel. (10)
12. On occasion of maintenance work performed on MD-15 or type-27 aircraft, source observed a field grade officer who was carrying a thick book which he never gave to anybody else. Source believes that it was a technical manual containing secret data on the maintenance of aircraft engines. Source stated that the planes were fitted with one cannon or machine gun each between the fuselage and the engine. Source once saw a man opening a lid and pulling out a tube which looked like the barrel of a machine gun. (11)

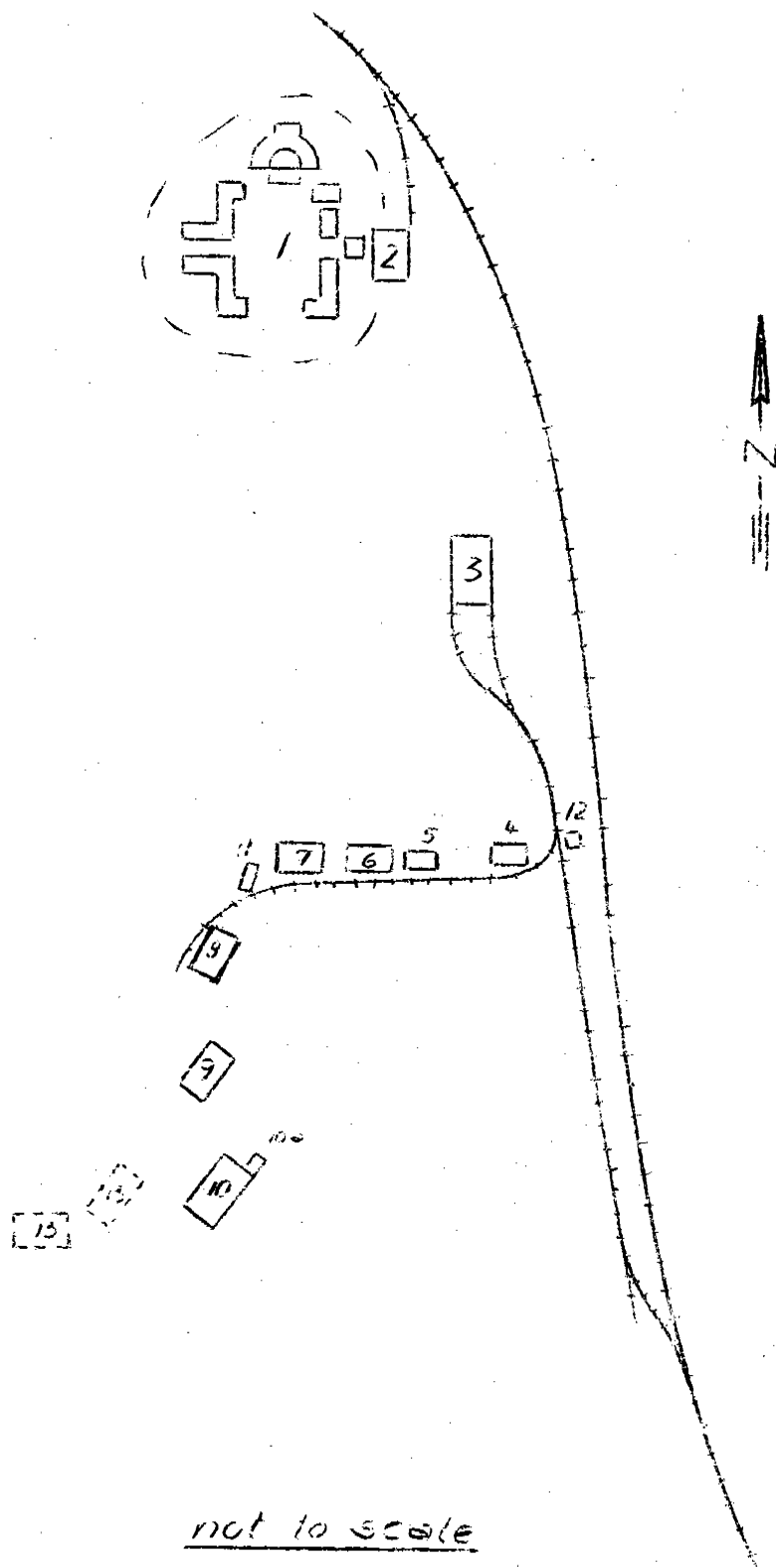
Comments.

- (1) For layout sketch of the installations at the airfield, see Annex 1. The data contained in this sketch confirms and supplements previous information. 25X1
- (2) According to previous information a Major Lukinov was the chief engineer at the field. The information that a colonel was in charge of the repair hangar is received for the first time. 25X1
- (3) The existence of this materiel depot is reported for the first time. 25X1
- (4) The plane concerned was possibly used for the testing of a new type of fuel. The observation of a white thinnish smoke also indicates the utilization of an unusual type of fuel. 25X1
- (5) These detailed data on the engine cowling, the outward figuration of the engine and its removal are received for the first time for type-27 aircraft. 25X1
- (6) The information indicates that, contrary to previous assumptions, type-27 planes are equipped with MD-45 or VK-1 type engines. 25X1
- (7) The method of starting jet aircraft was known previously. The starter carriage was previously described by the same source. The location on MD-15s of the socket for the cable of the starter carriage is reported for the first time. 25X1
- (8) For sketch of entrance hatch over the pilot's seat, see No 2 of Annex 4. For sketch of hatch on under side of the fuselage, see Annex 2. For sketch of metal cowling between tail guns, see Annex 3. The officer observed, probably was the armorer artificer, who simultaneously functioned as a gunnery instructor. That the bombardier is in prone position was reported previously. 25X1
- (9) For sketches of antennas on type-27 and 30 planes, see Annexes 4 and 5. The sketches indicate that the two planes are equipped with two antennas for different wave lengths, an arrangement which is unusual. The rods observed below the fuselage possibly were dipoles of an ultra-short wave set. 25X1
- (10) This information is received for the first time. 25X1
- (11) For arrangement of position lamps, see Annex 6. The information on the refuelling of type-27 planes was previously furnished by the same source. The information indicates that the wing-tip tanks of type-27 planes are filled by means of a fuel distribution system in the fuselage. 25X1
- (12) The statement that three or four service personnel are assigned to each plane agrees with previous information. 25X1
- (13) The location of weapons between the fuselage and jet engine is reported for the first time. Previous reports indicate that aircraft weapons were observed only in the nose and tail. 25X1

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Layout Sketch of Technical Installations at the Suatorbo-

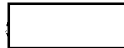
Altos Lager Airfield



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Annex 1

Layout Sketch of Technical Installations at the Jeterbog-Altes
Lager Airfield

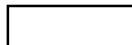
Legend:

- 1 former German Air Force technical school
- 2 Aircraft engine repair shop
- 3 Materiel depot, Unit Kashov
- 4 through 10 Hangars
- 10a Meteorological station
- 11 Flight briefing station
- 12 Test stand for jet engines
- 13 Destroyed hangars.

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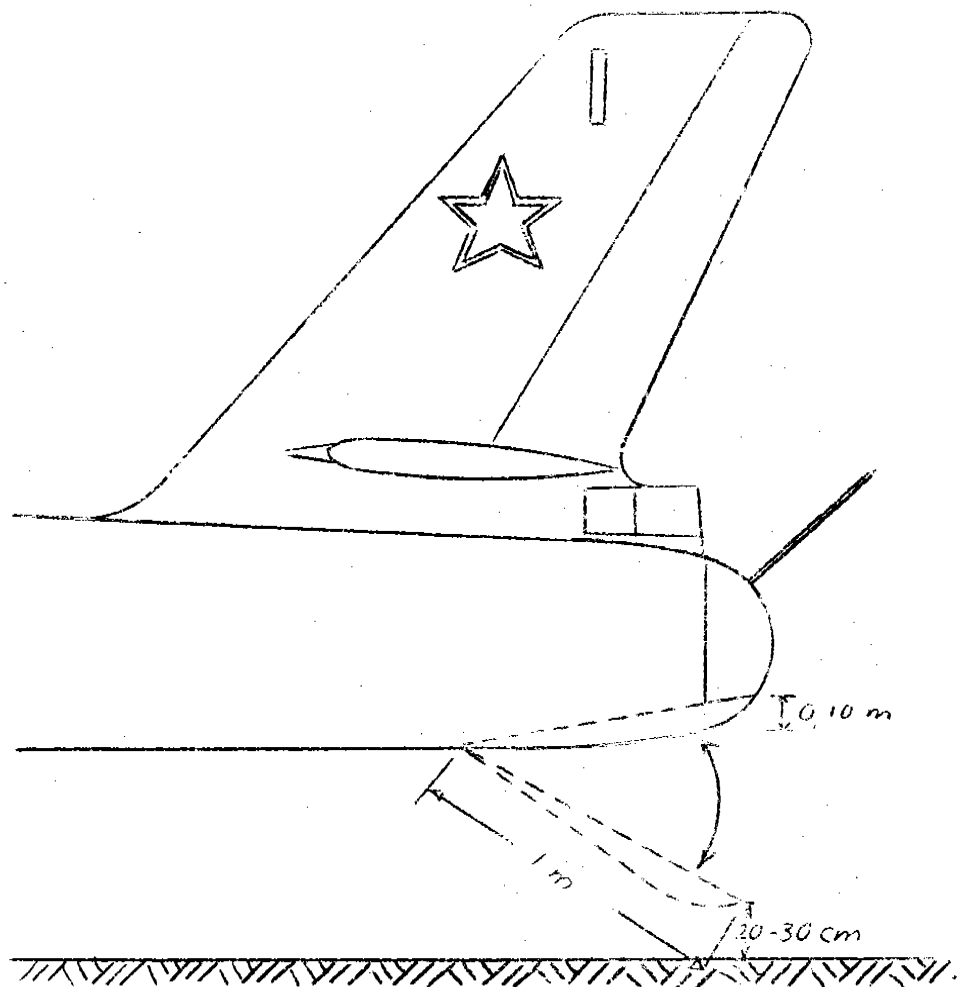
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Annex 2



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Entrance Hatch on Under Side of the Fuselage of Type-27 Planes



not to scale

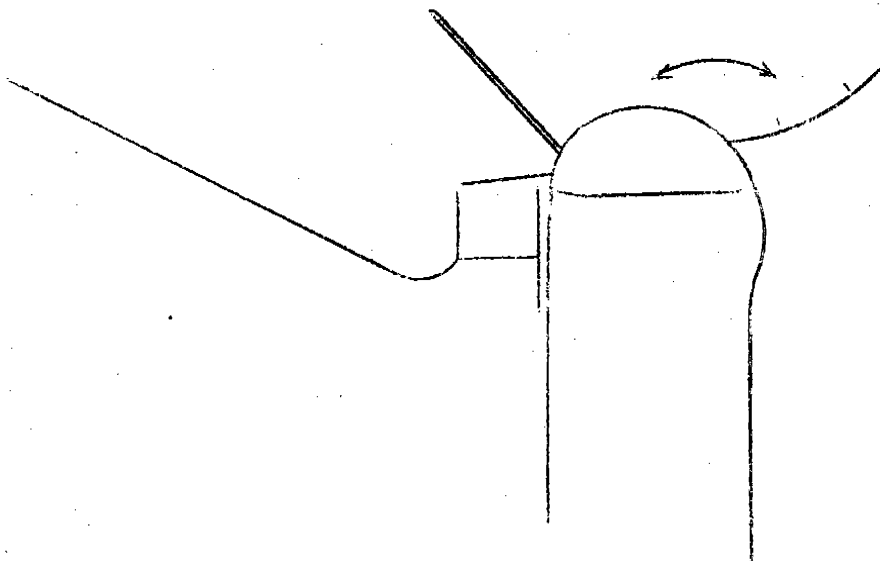
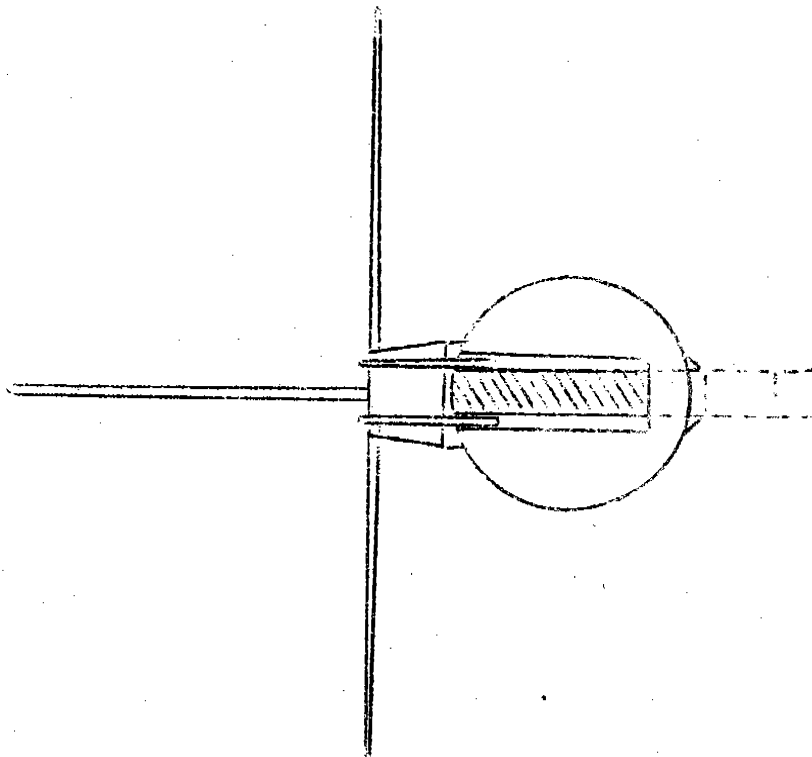
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Annex 3

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Sketch of Metal Cowling Between Nail Guns of Type-4 / Planes

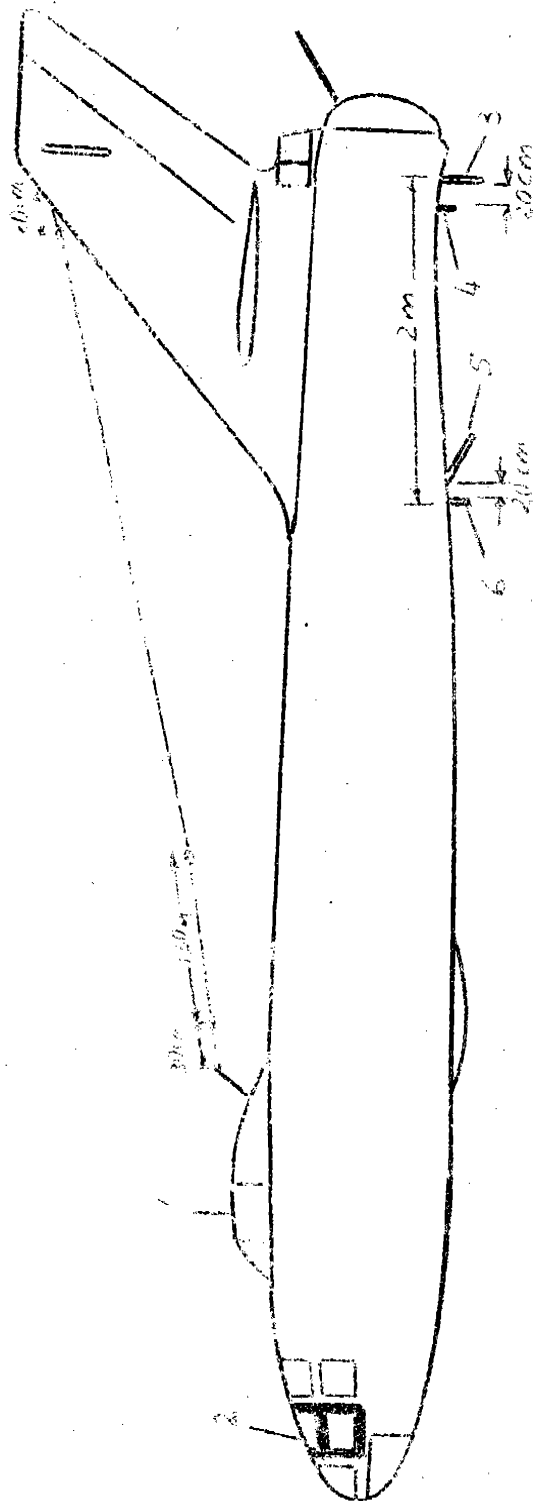


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Annex 4

Figuration of antenna on Type 27 Planes

Legend:

- 1 Entrance hatch opening to left
- 2 Entrance hatch opening to right
- 3 Rod about 25 centimeters long and 3 centimeters in diameter
- 4 Rod about 10 centimeters long and three centimeters in diameter
- 5 Device which source believed to be the barrel of a machine gun
- 6 Rod about 10 centimeters long and three centimeters in diameter

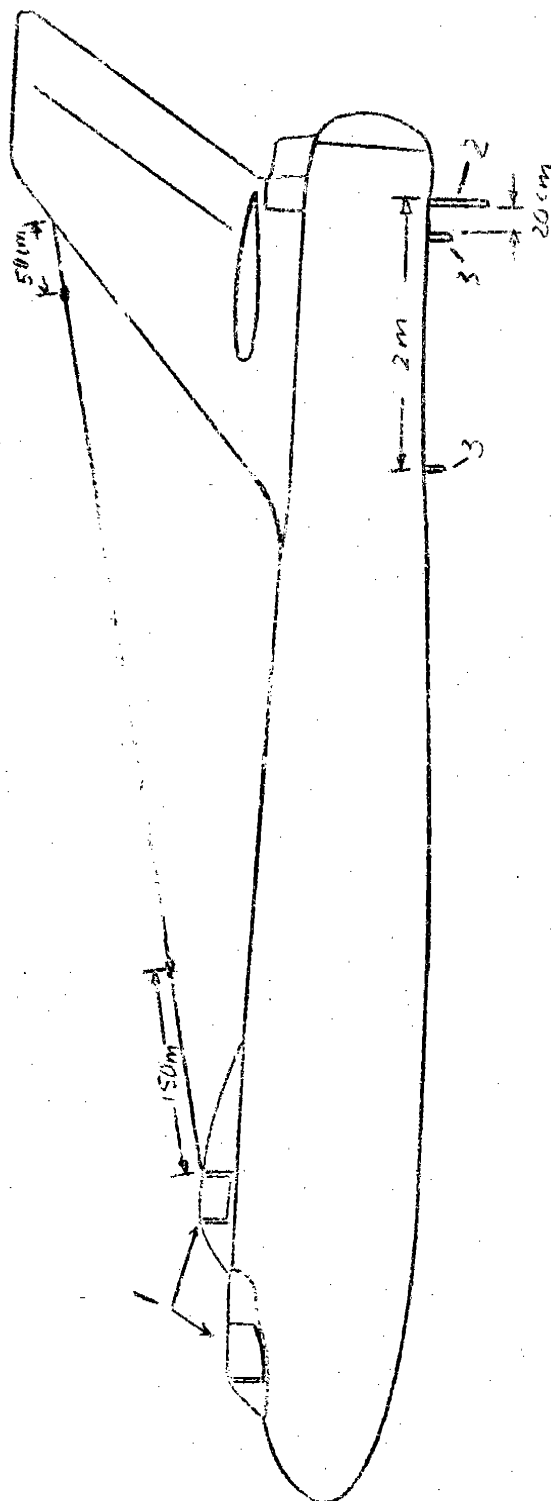
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Annex 5

Antenna Observed on a Type-50 Plane



Legend:

- 1 Entrance hatch opening to right
- 2 Rod about 25 centimeters long and 3 centimeters in diameter
- 3 Rods about 10 centimeters long and 3 centimeters in diameter

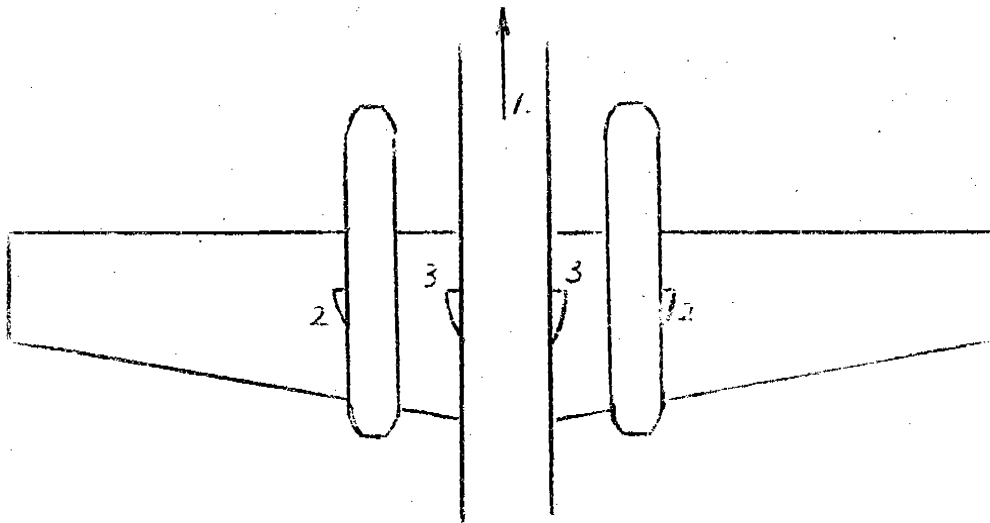
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Annex C

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Arrangement of Position Lamps on Type-27 Planes



Legend:

- 1 Direction of flight
- 2 Lamps on jet engines
- 3 Lamps on the fuselage

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